



Illinois 83/137 Study

Welcome! Public Meeting #2

May 24, 2016



Illinois Department of Transportation

IDOT Project Phases



PHASE I

**Preliminary
Engineering &
Environmental
Studies**
3 to 5 years



WE ARE HERE

PHASE II

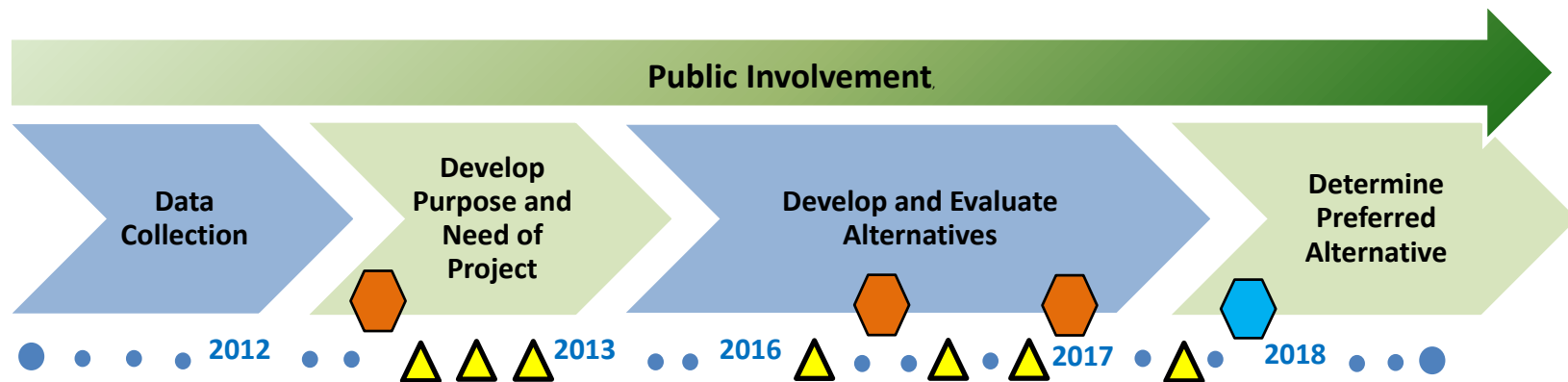
**Design (Funded)
Land Acquisition
(Not Funded)**
1.5 to 2 years




PHASE III

**Construction
(Not Funded)**
2 to 3 years



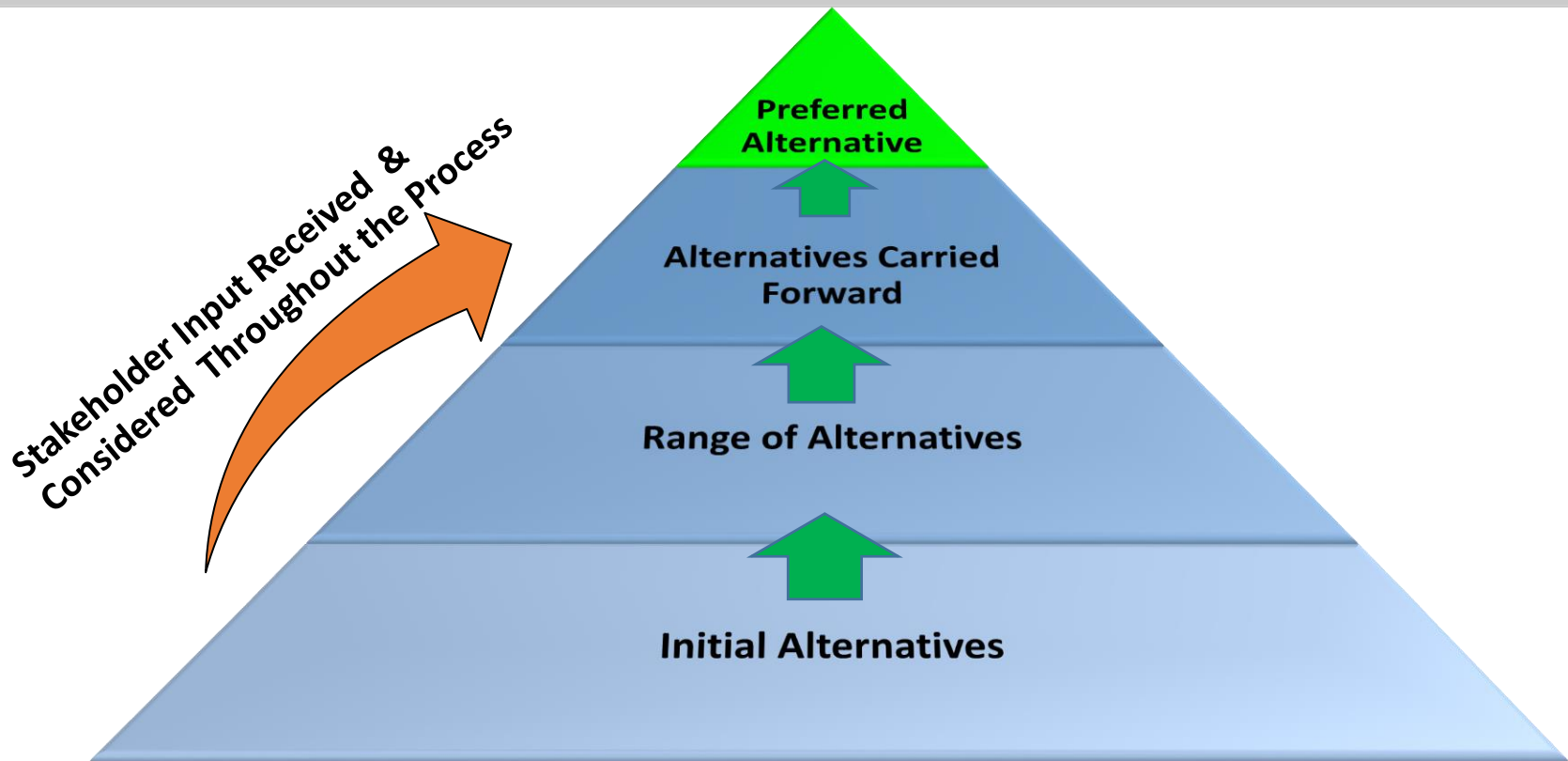
Phase I Timeline



-  Public Meeting
-  Public Hearing
-  Community Advisory Group Meeting



Alternative Development Process



Context Sensitive Solutions (CSS)

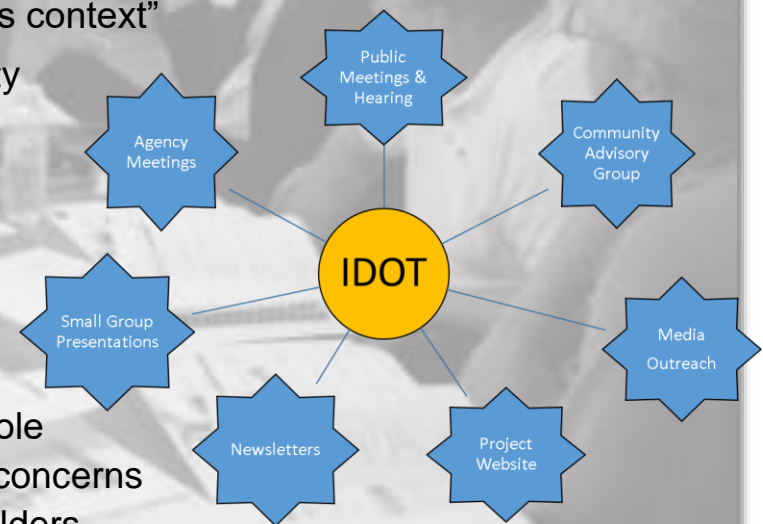


CSS Process

- Collaborative, interdisciplinary approach
- Preserves scenic, economic, historic and natural qualities
- Addresses all modes of transportation
- Fits into its surroundings, “its context”
- Maintains safety and mobility

Goals

- Understand key issues and concerns
- Involve stakeholders in decision making
- Establish an understanding of the stakeholders’ role
- Apply flexibility in design to address stakeholder concerns
- Achieve a general understanding among stakeholders



Public Involvement



Public Meeting #1 – March 2012

Purpose : Solicit input on corridor needs and provide opportunity to get involved

CAG Meeting #1 – June 2012

Purpose : Identify study corridor issues and needs

CAG Meeting #2 – Sept. 2012

Purpose : Review Project Problem Statement and Purpose and Need Statement; establish project goals

CAG Meeting #3 – Nov. 2012

Purpose : Alternatives development workshop

CAG Meeting #4 – Jan. 2016

Purpose : Discuss alternatives evaluation and screening process and provide feedback on range of alternatives





Illinois 83/137 Study

What topics will be studied?

- Air quality
- Community and social resources
- Natural resources
- Farmland
- Floodplains
- Historical and archaeological resources
- Land use
- Noise
- Parks and recreation
- Special waste
- Tribal and cultural resources
- Vegetation
- Water quality
- Wetlands



Access Management

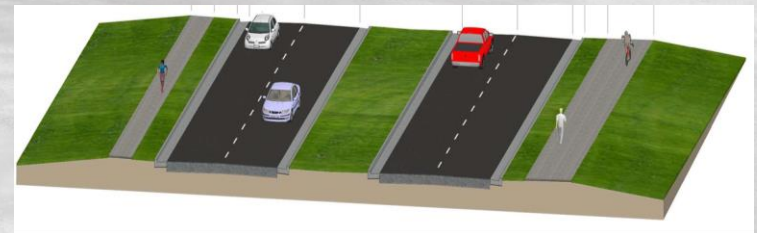
Median Treatment



- ❖ Urban arterials without a median (undivided) have the highest crash rates.
- ❖ Installation of a Two-Way-Left-Turn-Lane (TWLTL) helps reduce crash rates by providing a refuge for turning vehicles.
- ❖ A barrier median has the greatest safety benefits and is one reason why medians are being proposed.

Raised Curb Median:

- ❖ Reduces crashes (potential crash reduction 20 - 40%)
- ❖ Provides refuge, making business access safer for left-turning vehicles
- ❖ Helps traffic operations for business patrons and travelers
- ❖ Provides opportunities for improving aesthetics



Roundabouts

Roundabouts provide opportunities to improve safety and operational efficiency, as well as other benefits.



- ❖ Traffic Safety
- ❖ Operational Performance
- ❖ Environmental Factors
- ❖ Access Management
- ❖ Land Use
- ❖ Reduction of approach Roadway



Safety

- ❖ Roundabouts reduce vehicle-vehicle crossing conflict by converting all movements to right turns
- ❖ Fewer conflict points for vehicles
- ❖ Vehicle speeds are low (approx. 20 mph)
- ❖ Reduced speed differential between users (cars and bikes)
- ❖ Lower crash severity



Purpose and Need



The purpose of this project is to:

- Improve safety
- Improve mobility
- Improve multimodal opportunities



Traffic Characteristics

Operational Level of Service (LOS)

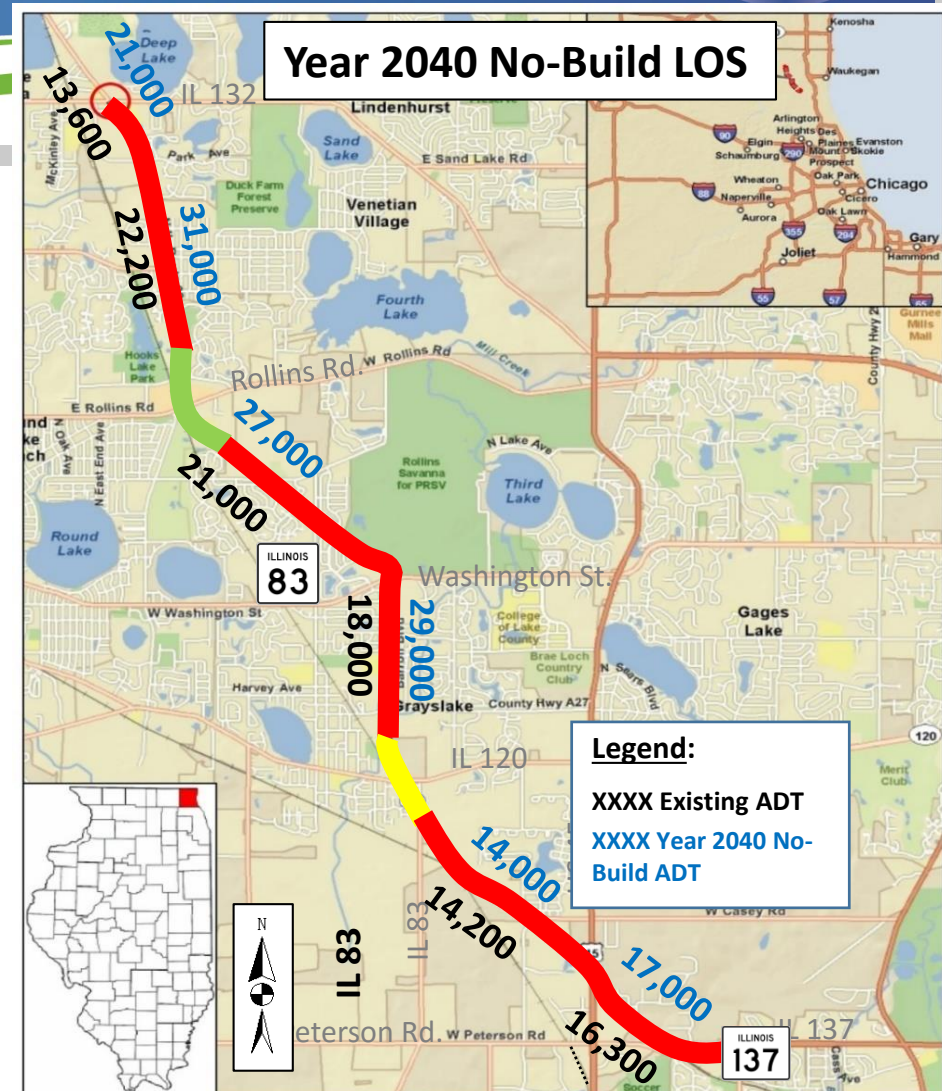
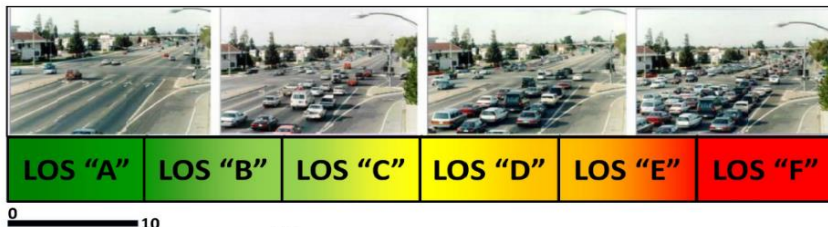


Average Daily Traffic (ADT)

- Existing ADT = 13,000 to 22,000
- Year 2040 No-Build ADT = 14,000 to 31,000

Project No-Build (Year 2040) LOS

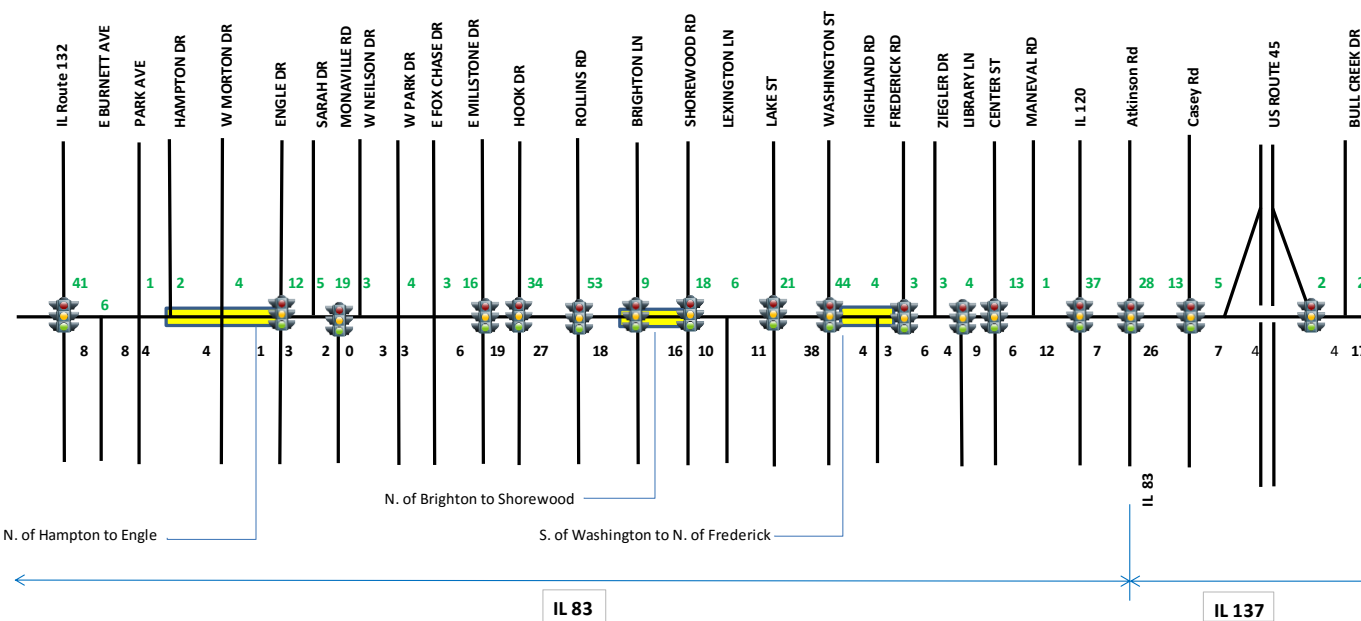
- Lack of capacity
- Without an improvement the traffic congestion within the corridor will be below acceptable levels





Illinois 83/137 Study

Crash Locations



CRASH TYPE (2009-2011)	%
Rear End	56%
Turning	20%
Fixed Object	7%
Angle	5%
Sideswipe (Same Direction)	4%
Animal	3%
Sideswipe (Opposite Direction)	1%
Other Object	0%
Overturned	1%
Other (non-collision)	1%
Head on	1%
Parked Vehicle	1%

CRASH SEVERITY (2006-2009)	TOTAL
Injury (Minor)	288
Injury (Severe)	25
Fatality	0



Range of Alternatives

North Section – IL132 to Washington St.



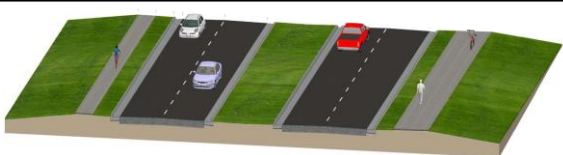
North Section Characteristics

Suburban

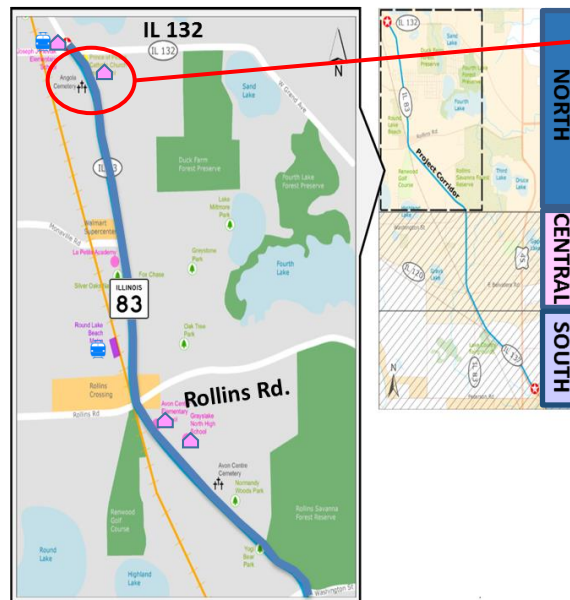
- Residential and commercial development areas
- Agricultural properties
- Rollins Savanna Forest Preserve & Yogi Bear Park adjacent to corridor
- Moderate level of access (23 access points/mile)
- Sporadic bike paths and sidewalks
- 4 Schools
- Speed limits range from 30 to 45mph

Alternative N1

4-Lanes w/ Raised Curb Median
(from IL 132 to Washington Street)



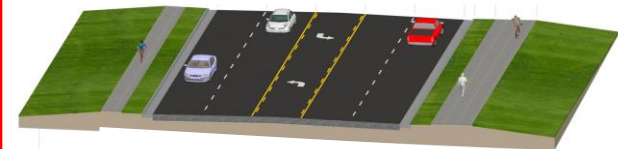
- Controlled access improves mobility
- Intersection improvements
- Improved safety due to less conflict points



*Both alternatives in this section include multi-use path & sidewalk

Alternative N2

4-Lanes w/ Flush Center Turn Lane
(from IL 132 to Park Ave.)



- Provides more access within section
- Reduced mobility
- Reduced footprint
- Will need to be reviewed for safety



Illinois Department of Transportation

Range of Alternatives

Central Section – Washington St. to IL 120



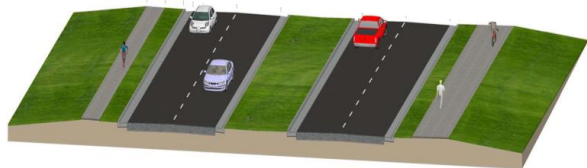
Central Section Characteristics

Urban

- Closely spaced residences and commercial properties
- Frequent direct access points (57 access points/mile)
- Sporadic bike paths and sidewalks
- 2 Schools
- Speed limits range from 25 to 40mph

Alternative C1

4-Lanes w/ Raised Curb Median



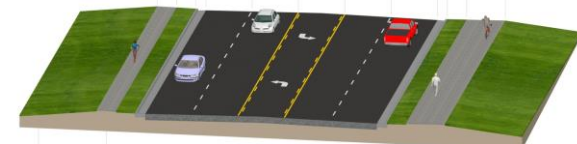
- Controlled access improves mobility
- Intersection improvements
- Improved safety due to less conflict points



*All alternatives in this section include multi-use path & sidewalk

Alternative C2

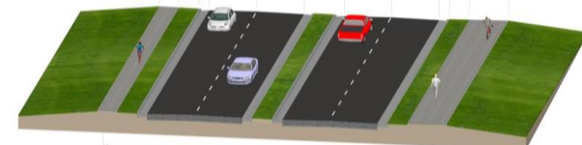
4-Lanes w/ Flush Center Turn Lane



- Provides more access
- Reduces mobility
- Reduced footprint
- Will need to be reviewed for safety

Alternative C3

4-Lanes w/ Narrow Raised Curb Median



- Limited access improves mobility
- Reduced footprint
- Improved safety due to less conflict points
- Combined with Roundabout Intersections
 - Frederick Rd
 - Library Ln



Range of Alternatives

South Section – IL83 to East of US45



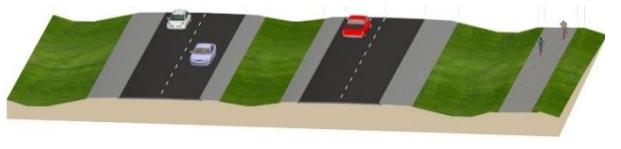
South Section Characteristics

Rural

- Agricultural property along east side
- Railroad along west side
- 2 adjacent residential areas and very few businesses
- Low level of access points (5 access points/mile)
- Limited Bicycle/Ped accommodations
 - One bike path crosses roadway
 - No sidewalks
- Speed limits range from 40 to 55mph

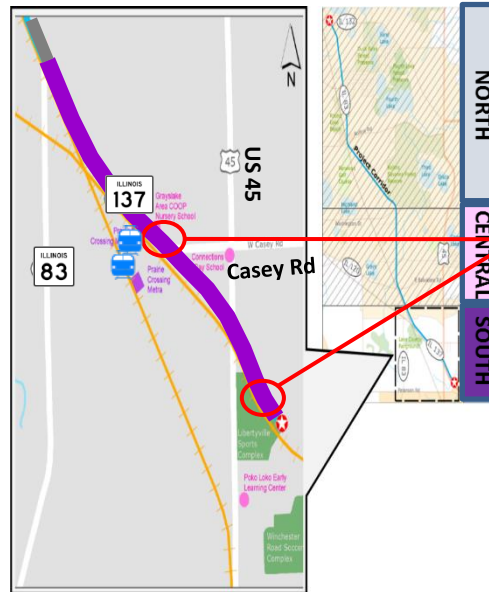
Alternative S1

4-Lanes w/ 30' Depressed Median



Through entire South Section

- Controlled access improves mobility
- Intersection improvements
- Multi-use path on east side of roadway
- No sidewalk
- Improved safety due to less conflict points



Alternative S2

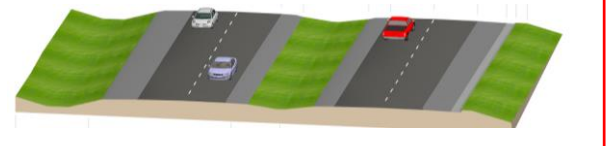
4-Lanes w/ 30' Depressed Median
and multi-use path along shoulder



- Reduced footprint in residential development areas
- Improved safety due to less conflict points

Alternative S3

4-Lanes w/ 30' Depressed Median
and no multi-use path



- Reduced footprint in residential development areas
- Adjacent local roads used for bicycles
- Multi-use path ties into local roadway
- Improved safety due to less conflict points

We Need Your Input



- ◆ Please complete a comment form here today
- ◆ Forms can also be found online at:
www.idot.illinois.gov/projects/il83-137-study
- ◆ E-mail project team at:
IL83andIL137@volkert.com
- ◆ Comments received within 2 weeks will be included in public meeting record

Public Meeting 83 - May 2016

Illinois 83/137 Study

Comment sheet

Contact Information

Name: _____ Organization/Group: _____

Street Address: _____ City, State & Zip: _____

Email: _____ Phone: _____

How would you like to stay informed? ☐ Email ☐ Mail ☐ Do not send study updates to me

Help shape the future of transportation in the IL 83/137 corridor

Please share your comments and ideas about the IL 83/137 Study. Please place your comments in the comment box tonight or send them by June 6, 2016 via:

mail John Belsauf, IDOT, 201 West Center Ct., Schaumburg, IL 60196
email IL83andIL137@volkert.com
website www.idot.illinois.gov/projects/83-137-study

Please consider answering the following questions in your comments:

- Comments regarding what resources in the area are important to you.
- Comments regarding project study.
- Comments regarding alternatives presented.

For additional comments, use the reverse side of this form or attach your own paper.

